

Comment Letter I139**I139**

August 30, 2004

Joseph Petrillo, Chair
High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, Calif. 95814

RE: California High Speed Rail Draft Environmental Impact Report/Draft Environmental Impact Statement

Dear Mr. Petrillo and Members of the High Speed Rail Authority,

There are major areas in this DEIR/EIS that I feel are insufficiently reviewed, to the extent that the environmental report and statement are rendered deficient.

~ The essentially pristine watersheds that supply the Anderson, Coyote and Calaveras Reservoirs will be degraded in a manner that will increase erosion, and, as ravines are filled in, or mountains tunneled through, may divert waterflows entirely. These reservoirs are the vital water resource for major populations of the South Bay.

~ The intrusion of heavy earthmoving equipment and transfer of tons of soil within the Coe State Park, and Isabel and San Antonio Valleys will permanently so disturb the existing vegetation that invasive species will take hold. This will eliminate native flora and fauna, and there is a high certainty that it will increase the danger of fire in these remote regions of Santa Clara County.

~ There is insufficient documentation of the existing flora and fauna in this area of Santa Clara County to enable decision makers to properly evaluate the alternatives, not only as to the severity of the environmental impact of each of the proposed alignments, but also the attendant costs.

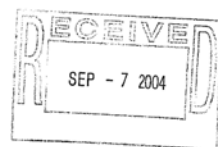
~ The biodiversity of these remote watersheds, the present minimal expense incurred in sustaining them in healthful balanced ecosystems, and the difficulty of bringing a sufficient density of population to support ridership in this region must all be factored into this environmental assessment and project review. At present it is not.

~ The Altamont Pass route should be included, and the Pacheco Pass routing more finely assessed in regards its impact to wetlands. Emergency access would also be more feasible in these two instances. This is major earthquake country.

Thank you for the opportunity to comment on your proposed High Speed Rail project.

Sincerely,


Libby Lucas
174 Yerba Santa Avenue
Los Altos, CA 94022



Monday, August 30, 2004 America Online: JLucas1099 Page: 1

Response to Comments of Libby Lucas, August 30, 2004 (Letter I139)

I139-1

Please see standard response 6.3.1

I139-2

Please see standard response 2.18.1

Comment Letter I140**I140**

Mr. Joseph Petrillo, Chairman
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

April 15, 2004

Dear Chairman Petrillo and Members of the Board:


I am pleased to submit this letter of support for the draft program EIR/EIS and the analysis and studies that identified high-speed trains as the preferred system alternative to address the future transportation needs of California.

I140-1

I would like this time to recommend the Castle Airport and Re-development center as a maintenance facility for the High-Speed Rail system. The Castle facility brings many advantages to the table that other facilities do not. Since the Castle Airport and Re-Development center was an active SAC base, it already has power, access for rail, roads, and easements in place. The Castle facility has the infrastructure available to land all types of aircraft, be it freight, commercial, or passenger planes.

I am involved in a farming operation in Central California. Having the ability to move much needed farm and ranch parts from vendors throughout the state would be a great plus to the farming community. Often by driving to the parts depots on the same day is the only option during crucial times of the year. I have driven as far as Chico and back to Merced in the same day to keep our operation going. High-Speed rail would enable the industry to move freight within the same day. This coupled with the Castle Airport and Re-Development Center, An International Airport, would allow consumers to have access to services never thought of before.

I140-2

Sincerely,

Bert A. Crane, Jr.
Bert Crane Orchards

Cc: Congressman Dennis Cardoza
Congressman George Radanovich
California Senator Jeff Denham
California Assembly Member Barbara Matthews
Merced County Supervisor Kathleen Crookham
Merced County Supervisor Gloria Cortez Keene

Bert Crane Orchards
2751 North Arboleda Drive
Merced, CA 95340

Response to Comments of Bert A. Crane, April 15, 2004 (Letter I140)

I140-1


Acknowledged.

I140-2

Please see standard response 2.35.1 and standard response 2.7.3.

Comment Letter I141

I141



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April 1, 2004

California High Speed Rail Authority
925 L Street
Suite 1425
Sacramento, CA 95814

Attn: Dan Leavitt

Re: Statement of Concern for Routing of Proposed Spur through the Isabel Valley

Dear Mr. Leavitt,

I have just been made aware that the High Speed Rail Authority is proposing to run a rail system from the Santa Clara Valley to the main line in the Central Valley through the Isabel Valley. I have a great concern for the environmental impacts this would have to this pristine Valley.

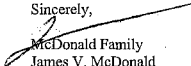
My family along with the O Neal's and Swenson's, have owned and worked the valley for three generations. We have preserved and enhanced the natural beauty of the Isabel Valley through generations of sweat equity and considerable amounts of time and money. To ruin this natural treasure, would not only be a terrible injustice to our family's but to future generations of Californian's.

As property owner's we are quite surprised and disappointed that no one to date has consulted us as to possible environmental impacts as we are the best source of information and know the property better than anyone else. We would like to be kept apprised of and involved in any developments with regards to the proposed routing through our Valley.

I have been made aware of two alternatives to this routing, one is have it run north of the Isabel Valley and the other is to underground the entire section through the Valley. Without being educated on the alternates, I can only offer what appears to be our preferred choice, north of the Isabel Valley.

I have not consulted the other property owners as of this writing; however, I am confident they are in agreement with this position. We look forward to your response.

Sincerely,


McDonald Family
James V. McDonald

Cc: Barry Swenson
Lou O Neal

OVER 90 YEARS IN BUSINESS

I141-1

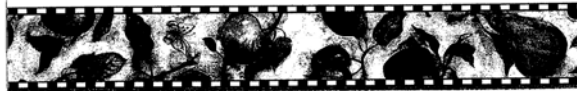
Response to Comments of James V. McDonald, April 1, 2004 (Letter I141)

I141-1

Please see standard response 6.3.1.

Comment Letter I142

I142



Milpitas, CA
Jan. 9, 2004

Dear Mr. Petrillo and the HSRA Board,

I believe high speed rail from the Bay Area to central and southern California is a very good idea. However, I would not want it to destroy any part of Henry Coe Park.

I request that you remove the Diablo Direct routes from consideration and include Altamont Pass in the environmental review process.

Thank you for your attention to these changes.

Sincerely,
Erna R. Nore

Erna R. Nore
700 Vasona Street
Milpitas, CA
95035

I142-1

I142-2



CALIFORNIA HIGH-SPEED RAIL AUTHORITY



U.S. Department
of Transportation
**Federal Railroad
Administration**

Response to Comments of Erna R. Nore, January 9, 2004 (Letter I142)

I142-1

Please see standard response 6.3.1

I142-2

Please see standard response 2.18.1

Comment Letter I143 (Representative Letter)

I143

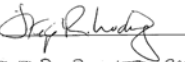
To the Board of the California High-speed Rail Authority:

The Sierra Club supports the concept of high-speed rail for California. However, Club members and experts have reviewed the current program-level draft Environmental Impact Report (DEIR) for the statewide system and find it inadequate for us to provide a reasonable response to the proposed system alignment.

Primary Issues

- * Omission of the Altamont Pass as a possible route from the Central Valley to the Bay Area,
- * Cursory study of the geology of Hamilton and Pacheco routes,
- * Cursory analysis of the projected costs of proposed tunnel construction and its effects on the environment, and
- * Lack of detail regarding protection of wildlife habitat and species.

California would benefit from high-speed rail, but the state's fragile and already overtaxed environment requires the best possible routing and engineering decisions. We urge you to further study these and other critical elements and revise and re-circulate the draft Environmental Impact Report.

Sincerely,  Name (print): STEPHEN R. LUDWIG

Address/City/Zip P.O. Box 1680, Pacifica, CA 94044 E-mail LUDWIG@SIERRA.CLUB.ORG

I143-1

Response to Comments of Stephen R. Ludwig (and 283 other Sierra Club Members), January 9, 2004 (Letter I143)

I143-1

Please see standard response 1.1.105.

Comment Letter I144 (Representative Postcard)

I144

NO RAIL ROUTES IN HENRY COE STATE PARK!

Chair Joseph Petrillo and Board Members:

I am in favor of a High Speed Rail system servicing California, provided this can be carried out in an environmentally responsible manner. I understand the California High Speed Rail Authority is considering two high speed rail routes that would run through the heart of Henry Coe State Park, cutting the Orestimba Wilderness in two. Neither of these routes is acceptable. Please remove these two routes from consideration.

Signature Teresa L. Terada
Name Teresa L. Terada
Address 1022 W. Knickerbocker Dr.
City Sunnyvale State CA Zip 94087
Phone Day _____ Eve. _____
E-Mail _____

- ☐ I would like more information on this issue.
☐ I would like to help.

I144-1



Response to Comments of Teresa L. Terada, January 9, 2004 (Letter I144)

I144-1

Please see standard response 6.3.1.